

NEWS OF THE WATERFRONT

SCHOONER SENT
FROM AUSTRALIA

Frank Coffee Sent an Auxiliary
Boat to Wreck of the
Aeon.

"Ships may come and ships may go,
but the Aeon is gone forever."

This is the gist of a letter received by E. A. McInerney last night from Frank Coffee, the jovial American who sank a large sum of money in fitting out a boat to take off the cargo of the wrecked steamer Aeon, recently reported as having gone to pieces on Christmas Island. Just what will be done by Coffee with regard to the lost property he does not intimate in his letter, nor does he state the exact amount of loss he has suffered.

This is not inconsiderable, however, as he states that, with those assisted with him, he fitted out the fine auxiliary schooner Zingara and sent her out towards Christmas Island. Coffee's letter was written on March 14, and he said that he expected a cablegram from Fanning Island any day then to the effect that the Zingara had arrived there.

Between \$10,000 and \$15,000 were spent in fitting up the Zingara, states Coffee, and, in addition to this, about \$350 were spent in cablegrams. The total expense of the undertaking, which will all be dead loss, cannot be definitely ascertained until the return of the Zingara to Australia. It is understood that a full-wrecking outfit was carried on the auxiliary schooner.

Coffee received news of the departure of the schooner Concord from this port, and as he did not know whether or not the Concord had auxiliary power, he called it "a race across the Pacific." Eben Low has already passed Fanning Island in the Concord, but no cable word has been received here from the Zingara.

As for the Aeon, there is nothing more left of her, according to the official report which was brought here by H. M. S. Cambrian.

The Aorangi Arrives.
The Canadian-Australian steamer Aorangi arrived here shortly after six o'clock last night from Australia, and will sail again for the mainland at noon today. She brought little freight for here, only 240 tons being billed for this port. She had a number of passengers for Honolulu, however.

LOCAL OFFICE OF THE UNITED
STATES WEATHER BUREAU.

Honolulu, Wednesday, March 31, 1909.

Time	Thermo.	Bar.	Wind	Clouds	Direction	Force	State
5:00	82.0	30.02	SE	100	SE	10	Partly Cloudy
6:00	80.0	30.02	SE	100	SE	10	Partly Cloudy
7:00	78.0	30.02	SE	100	SE	10	Partly Cloudy
8:00	76.0	30.02	SE	100	SE	10	Partly Cloudy
9:00	74.0	30.02	SE	100	SE	10	Partly Cloudy
10:00	72.0	30.02	SE	100	SE	10	Partly Cloudy
11:00	70.0	30.02	SE	100	SE	10	Partly Cloudy
12:00	68.0	30.02	SE	100	SE	10	Partly Cloudy
1:00	66.0	30.02	SE	100	SE	10	Partly Cloudy
2:00	64.0	30.02	SE	100	SE	10	Partly Cloudy
3:00	62.0	30.02	SE	100	SE	10	Partly Cloudy
4:00	60.0	30.02	SE	100	SE	10	Partly Cloudy
5:00	58.0	30.02	SE	100	SE	10	Partly Cloudy
6:00	56.0	30.02	SE	100	SE	10	Partly Cloudy
7:00	54.0	30.02	SE	100	SE	10	Partly Cloudy
8:00	52.0	30.02	SE	100	SE	10	Partly Cloudy
9:00	50.0	30.02	SE	100	SE	10	Partly Cloudy
10:00	48.0	30.02	SE	100	SE	10	Partly Cloudy
11:00	46.0	30.02	SE	100	SE	10	Partly Cloudy
12:00	44.0	30.02	SE	100	SE	10	Partly Cloudy
1:00	42.0	30.02	SE	100	SE	10	Partly Cloudy
2:00	40.0	30.02	SE	100	SE	10	Partly Cloudy
3:00	38.0	30.02	SE	100	SE	10	Partly Cloudy
4:00	36.0	30.02	SE	100	SE	10	Partly Cloudy
5:00	34.0	30.02	SE	100	SE	10	Partly Cloudy
6:00	32.0	30.02	SE	100	SE	10	Partly Cloudy
7:00	30.0	30.02	SE	100	SE	10	Partly Cloudy
8:00	28.0	30.02	SE	100	SE	10	Partly Cloudy
9:00	26.0	30.02	SE	100	SE	10	Partly Cloudy
10:00	24.0	30.02	SE	100	SE	10	Partly Cloudy
11:00	22.0	30.02	SE	100	SE	10	Partly Cloudy
12:00	20.0	30.02	SE	100	SE	10	Partly Cloudy

WM. B. STOCKMAN,
Station Director.

TIDES, SUN AND MOON.

Day	High Tide	Low Tide	Full Moon	New Moon
Mar. 31	10:15 a.m.	10:15 p.m.	Mar. 31	Mar. 31
Apr. 1	11:15 a.m.	11:15 p.m.	Apr. 1	Apr. 1
Apr. 2	12:15 p.m.	12:15 p.m.	Apr. 2	Apr. 2
Apr. 3	1:15 p.m.	1:15 p.m.	Apr. 3	Apr. 3
Apr. 4	2:15 p.m.	2:15 p.m.	Apr. 4	Apr. 4
Apr. 5	3:15 p.m.	3:15 p.m.	Apr. 5	Apr. 5
Apr. 6	4:15 p.m.	4:15 p.m.	Apr. 6	Apr. 6
Apr. 7	5:15 p.m.	5:15 p.m.	Apr. 7	Apr. 7
Apr. 8	6:15 p.m.	6:15 p.m.	Apr. 8	Apr. 8
Apr. 9	7:15 p.m.	7:15 p.m.	Apr. 9	Apr. 9
Apr. 10	8:15 p.m.	8:15 p.m.	Apr. 10	Apr. 10
Apr. 11	9:15 p.m.	9:15 p.m.	Apr. 11	Apr. 11
Apr. 12	10:15 p.m.	10:15 p.m.	Apr. 12	Apr. 12
Apr. 13	11:15 p.m.	11:15 p.m.	Apr. 13	Apr. 13
Apr. 14	12:15 a.m.	12:15 a.m.	Apr. 14	Apr. 14
Apr. 15	1:15 a.m.	1:15 a.m.	Apr. 15	Apr. 15
Apr. 16	2:15 a.m.	2:15 a.m.	Apr. 16	Apr. 16
Apr. 17	3:15 a.m.	3:15 a.m.	Apr. 17	Apr. 17
Apr. 18	4:15 a.m.	4:15 a.m.	Apr. 18	Apr. 18
Apr. 19	5:15 a.m.	5:15 a.m.	Apr. 19	Apr. 19
Apr. 20	6:15 a.m.	6:15 a.m.	Apr. 20	Apr. 20
Apr. 21	7:15 a.m.	7:15 a.m.	Apr. 21	Apr. 21
Apr. 22	8:15 a.m.	8:15 a.m.	Apr. 22	Apr. 22
Apr. 23	9:15 a.m.	9:15 a.m.	Apr. 23	Apr. 23
Apr. 24	10:15 a.m.	10:15 a.m.	Apr. 24	Apr. 24
Apr. 25	11:15 a.m.	11:15 a.m.	Apr. 25	Apr. 25
Apr. 26	12:15 p.m.	12:15 p.m.	Apr. 26	Apr. 26
Apr. 27	1:15 p.m.	1:15 p.m.	Apr. 27	Apr. 27
Apr. 28	2:15 p.m.	2:15 p.m.	Apr. 28	Apr. 28
Apr. 29	3:15 p.m.	3:15 p.m.	Apr. 29	Apr. 29
Apr. 30	4:15 p.m.	4:15 p.m.	Apr. 30	Apr. 30

Full moon April 9: 9:27 a. m.
The tides at Kailua and Hilo occur
about one hour earlier than at Honolulu.

Honolulu stands time is 10 hours
20 minutes slow than Greenwich
time, being that of the meridian of 157
degrees, thirty minutes. The time which
the blows at 1:30 p. m., which is the
same as Greenwich time, is 10 minutes.
Sun and moon are local time for
the whole group.

METEOROLOGICAL RECORD.

Record Every Day Morning by the
Local Office, U. S. Weather Bureau.

Day	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
High	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15
Low	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15
Full	Mar. 31	Apr. 1	Apr. 2	Apr. 3	Apr. 4	Apr. 5	Apr. 6	Apr. 7	Apr. 8	Apr. 9
New	Mar. 31	Apr. 1	Apr. 2	Apr. 3	Apr. 4	Apr. 5	Apr. 6	Apr. 7	Apr. 8	Apr. 9

Readings are corrected for
instrumental errors, and reduced
to sea level. Direction of wind is
in degrees from north. Direction of
current is in degrees from north. Velocity
of current is in miles per hour.
Trace of rain.

NEWS OF THE WIRELESS WORLD.

Last Thursday daytime tests were made with the wireless systems at Kahuku and on the Lurline, then at Hilo, but they proved unsuccessful. Superintendent Balch has been trying to "get" Hilo in the daytime for several months, but after the sun rises every morning there is nothing doing in the way of aerograms between here and the Big Island. One of the most novel stunts ever attempted will be tried by Balch as an experiment in daytime wirelessing soon.

A kite, the string of which will be the receiving wire, will be sent up from Hilo a great distance in the air. With the aid of this, it is hoped to overcome the opposition of the high land between the Hawaii station and the ones on Oahu. When this experiment will be made has not yet been exactly decided upon, but it will be in the near future.

The big transformer which will be placed at the Kahuku station is due to arrive here on any steamer now, as it left the factory a considerable time ago. This will give the Kahuku station four times the power it now has. It is regrettable that there are but few wireless stations on the Pacific Coast which have the same power that our own little station will have. As it now stands, the majority of the stations on the mainland have about the same sending power as the Kahuku station now has, which is only one-fourth what it will have in a few weeks, as soon as the big transformer is installed.

It was stated in these columns yesterday that the local wireless stations had failed to get into communication with the Oceanic steamship Mariposa by wireless, but it has developed that this was wrong. Three weeks ago Kahuku talked several times at a distance of 1800 miles with the operator on the Mariposa, which was bound for Tahiti. This will be a regular thing from now, Honolulu getting the shipping news of the Mariposa just as the news of the Alameda is received.

Wireless Expert Isbell, who was here for several months, is now connected with the United Wireless Company. He was last heard from in New Orleans.

Although Kahuku tried several times to make connections with the Japanese warships, which are due here this morning, it was unsuccessful in eliciting any answer. Several wireless messages to be sent to the boats were in the hands of Superintendent Balch yesterday. An attempt to send a message from the naval wireless station was made yesterday afternoon by the chairman of the entertainment committee.

The Lurline, whose operator is Charles Warren, will wireless the news in here every day.

Virginian Gets Away.

The American-Hawaiian freighter Virginian sailed last night for Kahului. She took 4200 tons of sugar away from this port, a part of which was dumped into her hold from an Inter-Island steamer yesterday, and she will get 600 tons at Kahului. At Elelele the big freighter will take on 4500 tons of sugar, and she will also pick up 2200 tons at Hilo. The Pleiades, of the same line, sails this evening for Kaanapali, whence, after completing her cargo of sugar, she will proceed to San Francisco direct. The Mexican sails from Puget Sound for Honolulu today, being followed by the Missouri from Seattle on April 15.

Mary Foster to Sail.

This morning the schooner Mary E. Foster will get away from the Islands for the mainland. She brought lumber here and is taking away 25,700 bags of Hawaiian sugar. The Foster will leave as early this morning as possible.

Siberia In this Morning.

Carrying a record list of passengers, among whom will be ex-Queen Liliuokalani, the Pacific Mail liner Siberia is due to arrive here early this morning from the mainland.

Just how many passengers the big boat has for this port has not been learned, but it is not thought that there will be an extra large number, as the tourist travel to the Islands is about over for the season. It is known that there were a great many people who attempted to book for Honolulu on the Siberia, but who were forced out by the many tourists on their way to the Orient.

A Feat in Shipbuilding.

The Toledo Shipbuilding Company, Toledo, Ohio, has achieved a record in the construction of the White Star line steamer Wauketa. This steamer was built complete with stack and breeching and main steam pipe and delivered in Detroit in ninety days after the contract was signed. According to the Shipping World, the actual working time was seventy-six days of nine hours each. Moreover, the company had to make entirely new plans, patterns, and moulds for engines and boilers. The keel was laid on October 26, and the vessel was launched November 18. Twenty working days of nine hours each, or 180 hours.

The Wauketa is a passenger steamer 185 feet over all, 175 feet keel, 88 feet 4 inches beam, and 14 feet moulded depth. She is equipped with a triple expansion engine, cylinder diameters 17.4, 27.2, 43 inches by 30 inches stroke, 175 revolutions per minute. Her boilers number three, 10 feet 8 inches diameter, and 11 feet 6 inches long, 180 pounds steam pressure.

Toyo Kisen Kaisha Loss.

The Toyo Marine reports that the Toyo Kisen Kaisha last year incurred a loss amounting to 800,000 yen. The company will hold a general meeting of its shareholders on the 30th instant, when this and other matters will be discussed.

It is anticipated that no dividend will be declared for the second half of last year.

It is reported that on the 15th instant Mr. Asano, president of the company, convened a special meeting of influential shareholders and directors for the purpose of giving them a preliminary notice to this effect.

Shipping Notes.

The Aorangi had fairly good weather, the greater part of her voyage from the Colonies to this port.

Last Sunday the oil-steamer Rosecrans, towing the Monterey, sailed from Gaviota for Honolulu.

The Matson steamer Hilonian, which sailed from here on March 25, arrived in San Francisco yesterday.

The Inter-Island steamer Mikahala is still on the native railway where she is undergoing extensive repairs.

Longshoremen began the work of unloading the schooner Alice Cooke at the Bishop wharf yesterday morning.

The cargo of the F. M. Slade, consisting of lumber from the Northwest, will be discharged at the foot of Fort street.

The Inter-Island steamer Likie like docked on the Waikiki side of the Mat-

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College Hills
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Anapuni St.	2 "	22.00
Beach Rd.	2 "	23.00
Fort St.	3 "	25.00
Elm St.	3 "	25.00
Makee Rd.	2 "	30.00
Kaimuki	6 "	40.00
Waikiki	3 "	50.00
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Metropolitan Market

W. F. HEILBRON, PROPRIETOR. PHONE 45.

S. F., Feb. 15.

MANCHURIA, Am. S. S., ar. S. F.,

from Hon., March 29.

MONGOLIA, Am. S. S., ar. Yokohama

from Hon., Mar. 6.

MARION CHILCOTT, Am. sp., Ander-

son, ar. Gaviota, from S. F., March

29.

MOANA, Br. S. S., ar. Sydney from

Hon., March 21.

MINNIE S. CAINE, Am. schr., from

Everett for Kahului, Jan. 25.

MISSOURIAN, Am. S. S., from Salina

Cruz for S. F., March 27.

MARY E. FOSTER, Am. schr., ar. Hon.

from Tacoma, March 3.

NIPPON MARU, Jap. S. S., from Hon.

for Yokohama, March 26.

NORDSEE, Ger. sp., from Leith for

Hon., March 18.

NUUANU, Am. bk., Josselyn, from Ka-

anapali for N. Y., Jan. 20.

OKANOGAN, Am. schr., Mathew, from

S. F. for Port Gamble, Dec. 23.

PINNA, Br. S. S., Fairchild, sighted

off Diamond Head, bound for Yoko-

hama, March 19.

PHILIPPINE, Am. schr., ar. Portland

from Hon., Jan. 22.

PLEIADES, Am. S. S., ar. Hon. from

S. F., Mar. 27.

PROSPER, Am. schr., from Tacoma for

Kahului.

ROSECRANS, Am. S. S., from Gaviota,

towing Monterey, for Hon., March 28.

R. P. RITHE, Am. bk., Drew, from

S. F. for Hilo, March 31.

R. C. SLADE, Am. schr., ar. Hon. from

Gray's Harbor, Mar. 28.

ROBERT LEWIS, Am. schr., Meyers,

ar. Port Townsend from Hon., March

15.

ROMFORD, Br. S. S., ar. Grays Har-

bor from Hon., Feb. 11.

SANTA RITA, Am. S. S., from Hon.

for Port Harford, Mar. 13.

SPOKANE, Am. schr., from Port Gam-